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SIXPENCE.

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A SHELL FROM A FRENCH "155" PHOTOGRAPHED IN FLIGHT: A REMARKABLE SNAPSHOT OF A GUN AND ITS PROJECTILE THE INSTANT AFTER FIRING.

It is very difficult indeed to photograph a shell in flight after leaving the muzzle of a long-barrelled field or heavy gun at the rate of thousands of feet per second. This snapshot, for example, was taken in a thousandth part of a second; and nothing but the chance of very favourable atmospheric conditions made the camera's work possible. On the other hand, it is comparatively easy to photograph a howitzer shell

as it curves through the air at a much slower speed. Indeed, the unaided eye can often follow the flight of a howitzer shell. As we have noted, the French "155," or 6-inch, gun shown was photographed an instant after firing, and the shell can be seen in flight (towards the left-hand top corner of the photograph). Even the smoke of the discharge, it will be observed, has not yet had time to clear the muzzle.

CONCERNING PERSIA.

BY DR. E. J. DILLON.

PERSIA is a noun of multitude—of a motley and unruly multitude—whose politics are devoid of a binding principle, and whose character lacks national coherency. For many years past it has seemed to the British Government that our attitude towards the fleeting Cabinets and the heterogeneous peoples of Iran should be governed by a desire to let them work out their own salvation in their peculiar way, even if that way should intersect our own. For their domestic uses we gave them a Parliament and a Constitution. It was a policy—if we may call it so—of simplism, consisting either of tolerance combined with inactivity, or of timid action of a strictly limited scope, and for a single occasion only. What stamped it with a fatuity that cannot be reasoned away is that there was never any reasonable hope that the people would be fused, or even amalgamated, sufficiently to form a united or self-governing State; whereas it was almost certain that the country would fall an easy prey to clever mischief-makers selecting it as a sphere of action.

Of the field thus left untill the pushing Teuton promptly took possession. German agents have been stirring up hatred of Russia and Britain among the impulsive, ignorant tribes, whose action can always be determined by lies and gold. Well-laid plans for bringing about a holy war, for seizing the Russian and British diplomatic representatives, for kidnapping the Shah and carrying on the Government, were pursued with resourceful tenacity and perseverance, and not without tangible results. If the holy war has not been everywhere proclaimed it is certainly not the fault of the Persian religious community, in particular of the Mushtahids, Mollahs, and Akhondis, who are sworn enemies of Russia and Britain and did their utmost to fan the embers of fanaticism. The Kurdish tribes are willing tools in the hands of the Turks and Germans. But the Persian masses proved sluggish, their interests lying in this sinful world rather than the Kingdom of Allah. Germany's efforts to provoke a holy war have therefore fallen flat.

Persia is to-day a "friendly and neutral" country in which war is being waged against Great Britain and Russia, whose consular representatives are sometimes fallen upon and killed, wounded, or compelled to flee for their lives. In various parts of the kingdom are fought pitched battles in which machine-guns and artillery are employed. And the diplomatic mind is exercised by the question, how are these anomalies to be characterised? Are we confronted with a revolt against the Government of the country, or with a formal war?

The problem has much more than a mere academical interest. On the solution depend the character and efficacy of the measures which the Allies are warranted in adopting to defend their interests and those of the Persian State. Thus if it be assumed—as it has been hitherto—that the rebels have risen against the Shah and his Government, the attitude of the authorities may assume a degree of lenience bordering upon connivance, and the Allies must limit their action to advising the Ministers and defending themselves against actual violence; whereas if it were recognised, as it might well be, that a state of regular warfare obtains, they could devise a plan of campaign and carry out strategic operations with energy and success.

And that hostilities against the Allies are being carried on in Persia by the Central Empires is self-evident. The instructors, abettors, and leaders of the so-called rebels are German agents. Their aim is to drive the representatives of the Allies out of the realm, to run the Government, form a native army, and employ it in concert with the Turkish forces. About this plan there can be no doubt. The means taken to accomplish it are matters of public knowledge and have formed the subject of vain diplomatic complaints; and the agents by which it is being achieved are the official diplomatic representatives of Germany and Turkey. It is seemingly reasonable to infer that when trampling out this rebellion the Persian Government is at the same time waging war against the Powers which have provoked, fomented, and directed it. If so, why not declare war formally?

It may not be amiss to offer a few typical examples of the way in which German and Turkish officials are behaving, and the view taken of their action by the Shah's Government. Two months after the outbreak of the war, the Teheran Cabinet proclaimed the neutrality of Persia. The House of Equity, as the Parliament is called, confirmed the official proclamation. It could hardly do otherwise, seeing that the State possesses neither an army nor a navy, nor money for munitions. The two protecting Powers, Great Britain and Russia, had therefore no misgivings about Persian neutrality. And yet, in spite of their confidence, they found that she is virtually, if not formally, at war, and that it is owing exclusively to Russia's contingents in Azerbeidjan, Khorassan, and Kazvin that a considerable native army has not been organised and led against the Allies. Wherever the Russians happen to be, an approach to order is noticeable. Where they are not there is anarchy, out of which our enemies are successfully evolving trained fighting units for their own behoof.

Along the Eastern Perso-Afghan frontier armed bands enlisted by the Teutons are prowling. In Shiraz and along the coast of the Persian Gulf a native militia is being banded together by German and Turkish emissaries, supplied with up-to-date weapons, trained and disciplined by Teuton instructors, and fanaticised by the Mushtahids. The same phenomenon may be observed in Ispahan. In Burudjird and the district of Kazvin the Persian gendarmerie is threatened by the Lures and Shahsevens. In Kermanshah there is a German Pretender who calls himself the German Consul, although he has not been recognised as such by the Shah's Government. He must be a versatile gentleman, this Herr Schinemann, for he, too, raised the standard of rebellion, round which a large number of Lures, Kakevends, and other tribes rallied for the sake of ready cash and future booty. At the head of this band is the Consul, who, although he has not received the Persian

exequatur, is an ideal representative of the Fatherland. He and his brigands fell foul of the British and Russian Consuls as they were returning to Kermanshah, and forced them to take refuge in Hamadan.

Arms and ammunition in abundance were smuggled into the country by German officials, the example having been set by the Kaiser's Minister, Prince Reuss, who took seventy large trunks with him, as "diplomatic baggage." And the Persian Government, dreading German frightfulness, winked at the anomaly; just as certain wretched Armenians and Jews, terrified by threats, placed their valuable services at the disposal of the Kaiser's diplomats.* Native tribes are won over by money and good words. Never before did Persians behold such quantities of gold and silver. Zorhamesh-Sultaneh, who resided near Ispahan, received 3000 Turkish pounds for enlisting 400 armed men for the German contingent. And, by way of getting on with their work promptly and smoothly, the Germans introduced wireless telegraphy hard by Ispahan, on a hill near the road to Shiraz and on ground belonging to the Persian State. They neither asked nor received the permission of the authorities. And no sooner was the wireless apparatus put up than it came copious news of tremendous defeats of the Allies on every front, and enthusiastic messages from the commanders of the Austro-German and Turkish forces. Defeat followed defeat of the Allies on the wireless apparatus; Russian and British soldiers were captured by the ten thousand; the war-ships of the Entente were sunk by tens! And during all this time the authorities, and in particular the Governor-General of Ispahan, Sardar Mokhtashen, kept on assuring the British and the Russians of the immutable friendship of Persia for the Allies.

The young Shah, who had no policy, no plans—nothing, in fact, to guide him except fitful hopes and fears—was for some time uncertain which side to take. Judging by the sensational tidings that arrived daily by the new wireless telegraphy, it seemed as though his only chance of safety lay in making common cause with the Teutons. For some days he contemplated quitting Teheran, and withdrawing to the German camp. But the Allies, having moved every lever to induce him to throw in his lot with theirs, had the satisfaction of seeing their endeavours crowned with success. He chose the wiser part, declared the partisans of Germany rebels, and deterred a small number, who thereupon rallied round the throne.

The Shah's forces, however, are much inferior to those of the enemy. They include the Persian Cossack Brigade, a regiment of Sarbazi, a few hundred Bakhtiari, and some members of the tribes of Assandu and Inanli. But these troops, with the single exception of the brigade of Persian Cossacks, are so badly armed that they could not withstand the gendarmes or the fanatical Mudjahids, who are trained, well armed, and officered by Europeans. If the Allies had taken the bull by the horns in July, and arrested the diplomatic representatives of our enemies, the rebellion would have been stifled and most of our Persian worries dispelled.

It is fair to say, however, that, having thus displayed their usual diplomatic respect for forms, the two Allies made strenuous and efficacious endeavours to repair the mischievous consequences of their remissness. Not only did they succeed in determining the young monarch to remain in his capital and make common cause with themselves; but they induced him to re-form his Cabinet, and place at its head a man whose leanings towards the Allies are unmistakable—Ferman-Ferma. The former Premier, Mustafai-Memalik, in spite of his reiterated assurances of friendship for the Allies, was at heart a pro-German. It was alleged by some of his friends that, moved by the exhortation of the chiefs of the fanatics, he was more than once on the point of proclaiming a holy war against the Russians and the British, and was only prevented by the resolute refusal of his colleagues to follow his lead. The two principal members of the new Cabinet, Ferman-Ferma and Sepahdar, are not amenable to solicitations of this nature. On the contrary, one of the first acts of the new Cabinet has been to issue a warning to rebels and intriguers that unless they desist from their propaganda their foreign leaders, to whatever nationality they may belong, however responsible the post they may occupy, will be deported from the country by force.

This reform, however belated, is distinctly salutary. Now that the times are, so to say, charged with deadly fire, it was the only means of hindering a radical change in the international status of Persia. Our standing ground in the country is not yet as firm as it might be, and the only sure means of preventing the Persian Government, which remains loosely organised, from becoming a weapon in the hands of our unscrupulous enemies, are vigilance and decision.

To sum up. Germany's plan to force Persia into war against Russia has been frustrated so far. The Turkish expedition under Halil Bey, which invaded Azerbeidjan and was to have turned the left wing of Russia's Caucasian army, sustained defeat to the north of Tavriz, this important city being captured by the Tsar's forces. But, after his retreat to Miandoab and Soudi Bulak, Halil re-formed his army, reinforced it with Kurdish contingents, and again marched against the Russian troops, where he was repulsed anew, and driven in the direction of Bitlis. The present war is being waged by Russia in but not against Persia. The Kurds, however, who constitute about one tenth of the population, are bitterly hostile to the Russians and the British. Assassination is one of their favourite methods of manifesting their enmity. Meanwhile Russian troops are operating successfully, under General B—, in the direction of Kermanshah. Already they have occupied Hamadan, where several important roads converge, cut off direct communication between Teheran and Constantinople, and drawn nearer the British field of operations in Mesopotamia. The task still before them is beset with difficulties. It is of supreme importance, therefore, that their efforts should be seconded, and should, at any rate, not be hampered, by the civil Government of Teheran.

* Novoye Vremya, May 21, 1915.

THE WAR IN PERSPECTIVE.

IT is quite an excellent thing for us that Mr. John Buchan persists in his habit of invaluable. He issues his "History of the War" from the press of Messrs. T. Nelson and Sons with an unfaltering monthly regularity, so that very compactly, and for no greater outlay than a shilling a time, we are able to examine, analyse, and co-relate the large happenings of the war with the cool perspective that is his cool perspective. As the war blossoms in enormity and expands in greater area—from Borkum to Bagdad, from the Caucasus to the Cameroons—Mr. Buchan's task becomes almost stupendous. Of each of the zones, old and new, it would be easy to write a personable book, and not to have written enough. Yet though the matter increases in vastness under his hand, Mr. Buchan does not lose his equanimity. Very fluently he enlarges his own historical outline to accommodate the new exigencies, and with that easiness of descriptive elucidation which we have come to admire and to appreciate, he disentangles the relevant threads from the chaos of day to day. From him, then, we get an account firm in balance and structure, as well as just in order and significance. To this is added a sense of detail and atmosphere, built up by a selective faculty of the first order from the mass of matter too enormous to use, and thus, by the use of just those items giving veracity of effect to the heroic, the human, the political, and the military story, we get not merely the scaffolding of the war, but the essential spirit in which it is fought also. The scope and value of the work is admirable then, and the period covered by the two volumes—VIII. and IX.—to be considered gives a good example of Mr. Buchan's breadth of method.

The story told is the story of the summer months of 1914, when little, apparently, was happening save in the disastrous East—when, indeed, the thunders of the guns before the Warsaw salient, and beyond it, filled men's minds with the entirety of an obsession. Mr. Buchan follows out with clarifying minuteness the complicated movements which drove the Slav armies back to the Dvina and the Bug, he explains the qualities—the weakness of the Russians no less than the strength of the Germans—that led to that retirement; but we are able to see from him that the war was made up of more than this melancholy retreat during the period. We have complete accounts of what fighting there was on our own Western fronts—notably the Hooge affair—of the African campaigns, the war in the air, and a good picture of the Italian campaigning on the Isonzo. And in the political theatres we see the gradual hardening of the spirit of Great Britain in the matter of munitions and money and men, the gathering of the deep cloud over the Balkans, and the beginning of Germany's political débâcle in America. Under each of these headings we get a picture clear in the way daily attention cannot give us clearness. Take, for instance, the fighting at Hooge. Many people have but a vague idea of what the fighting at Hooge really meant, though most understand it was heroic: the whole movement is set down by Mr. Buchan, and we can follow the battle as a concurrent whole. Again, practically the whole of the Italian fighting is enigmatical to the general reader—a misfortune this, for that fighting is probably the most difficult and arduous of the war, and we should know and understand the good done by our Ally—but the battling, with its complex topography and its (to many) obscure meaning, is made clear in a continuous story, and with the excellent maps (which illustrate this campaign, as well as every other sphere of battle considered), gives us no excuse for ignorance in the matter of Italy's share in the war. In the same way, the scattered fragments of colonial and air fighting have been brought together, and we can learn from the accumulation of small facts how much has been done.

In the political chapters an identical method obtains. It is easy to perceive the dawn of the Compulsion Bill rising in Britain, though one imagines here that Mr. Buchan has not given all the case in the tussle between Capital and Labour, as he has not given, perhaps, the strongest point of those antagonistic to Conscription—that is, that they were concerned with the effects, which might be detrimental, such a measure would have on our peculiar financial position. In the Balkan chapter we can follow convolutions of small national policies from the first Turkish conquest in 1366 to the mixed débâcle of 1913 and the inevitable heartburnings that followed. The American chapter presents a straight account of Germany's amazing policy in the United States, and the blunders of that syncretized Machiavelli, Count Bernstorff. The entire plan and construction of the "History" is, indeed, excellent; and, illuminated as it is by telling little pen-pictures of men, matters, and countries, it is more than excellent—it is attractive and readable.

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BY G. K. CHESTERTON.

IN a European war it is inevitable that the same formal claims and explanations should be made on all sides; and the difference of the Germans' from the rest lies largely in their deeds rather than their words. In the modern world there are everywhere machine speeches which repeat themselves like machine guns. But every now and then something is said that is wiser than an epigram and even simpler than an epic—something is said that is not a catch-word but a key, like the key to a cipher. And one of the key-words of all this war was the phrase used by M. Sazonoff, the very able Foreign Minister of Russia, about the Prussian efforts for a separate peace with that country. He said "These attempts were so badly conceived that it is impossible to say that they were declined."

That sentence is a work of art by one of the highest tests of a work of art—that its form is not merely as good as its substance, but is inseparable from its substance. It is polished, yet it exhibits the driest intellectual economy, and says no more than is needed for a practical end. The words are so precisely right that they might have been chosen carefully, yet they manage to give the air of being chosen carelessly. And they are full of a contempt so complete that it does not even trouble itself to be contemptuous.

Now, that contempt represents one of the great cross-purposes that have made this conflict. One of the master facts of this monstrous enigma is that it is not so much a clash of mutual hate as of mutual disdain. And there is this psychological difference between the two—that the proud man will willingly plead that his enemy hates him, but will generally find it impossible even to believe that his enemy can really despise him. Of all great peoples the Germans will necessarily be the most impenetrable to such an idea, because with them their own natural superiority has become a first principle. The modern German's race is his only religion, as the Turk's religion is his only country. Teutons have been taught to feel the Teutonic element as a fundamental necessity of mankind; and nobody can despise a necessity. I think there is an excellent Indian proverb which says "Contempt pierces even the shell of the tortoise." But some of the Indians might have found in their own mythologies a limitation to the law. It would not, I imagine, be easy to pierce the shell of the tortoise upon which stands the elephant which supports the whole world. Now, the modern Germans have a mythology as monstrous as any Indian mythology that has ever covered outlandish temples with shapeless or many-headed gods. The modern German does really walk about with the quiet confidence of a tortoise carrying a cosmos. The whole history of the world, as he is taught it, is the story of how that tortoise won the race, in spite of the start obtained by the mad March Hare of France. But while he believes that the French have, through fitfulness or vanity, or whatever he calls it, failed in that race along the road of progress, he does not believe that the Russians have ever got started on that race at all. He does not believe that they have entered for it, far less been backed by anybody for a place. He regards the average Russian as a semi-human, hairy object, in which it is more or less impossible to

distinguish the furs from the beard, because it never washes itself or takes off its clothes. It lives somewhere in the East, and has icons and knouts. It cannot read or write. If a few of its despotic chieftains can read or write, they will only use that accomplishment to express the fear or envy of barbarians dazzled by the light and discipline of a cultured State. And then the Russian speaks. And what he says, so far from being a gloomy and envious barbaric grumble, is not even a rugged and manly barbarian defiance. The hairy animal declines to play the savage, even the noble savage. He speaks with the unmistakable accent of exact yet delicate disdain with which a travelled citizen of Rome or Paris would

give us a good conceit of ourselves." He pointed out that it does not mean what we call conceit, but merely "a good concept of ourselves," and is but a variation of "Know thyself." In this sense it is a prayer much needed by the Germans; but those who need such prayers are never those who put them up. One of the worst results of having a bad conceit, or concept, of ourselves is that it invariably produces a bad concept of everything else which we are called upon to conceive. It is upon this important point that the Russian statesman lays his finger: "These attempts were so badly conceived that it is impossible to say that they were declined." He does not insist that they were grasping, or vainglorious, or treacherous, or desperate; he insists upon the key-fact that they were conceived under a false conception altogether. And the more we explore the labyrinthine complications of the war, the more constantly we shall come back to that central truth about the Germans.

What it was that Prussia offered to the Russians we do not know; but we have the materials of a moral certainty that it was something they do not want. It was something as completely out of the picture as ices offered to an Eskimo. Or more probably it was something even more remote from reality than that, and had no reference to any question that a Russian could really answer one way or the other. Therefore, as M. Sazonoff says, he did not answer it at all. We know all this, or can easily imagine it, by the analogy of the language used about the English by a German when he is feeling his way for an understanding with England. It always has the peculiar quality noted in the Russian comment—that it not only cannot be accepted, but cannot really be refused. For instance, the German will say, "Shall not the two great Teutonic nations be joined at last in a great German league?" I do not wish to be rude, but merely to be clear, if I say that this is exactly like receiving an invitation from a monkey to twist tails together. It really will not enlighten him to answer "No," any more than to answer "Yes." I do not believe it possible to construct any logical and grammatical sentence that shall at once decline his request and explain his error—which shall leave him his legitimate control of his own tail, while yet breaking it to him that it must be limited by a negation in the other case. So the English, even if they are Teutons (which the more educated among them doubt), have about as much desire for Teutonism as they have for tails.



A ZEPPELIN'S "GLORIOUS ACHIEVEMENT": A GRAMMAR SCHOOL HEADMASTER'S HOUSE AFTER A BOMB STRUCK IT, KILLING A WOMAN AND CHILD PASSING BY.

Describing the recent Zeppelin raid, a "Times" correspondent stated: "The headmaster of a school had just placed his family in the cellar and turned off the gas-meter when a bomb glanced off the roof of his house, blew out a gable end, exposing to view the bedroom, and smashing the drawing-room and blowing the piano to fragments. Luckily, no one was injured, not even the headmaster himself, who was standing in the hall. . . . People who were passing in the street were killed." Other "glorious achievements" of the Zeppelins are illustrated elsewhere in this number.

Photograph by Walsham, Ltd.

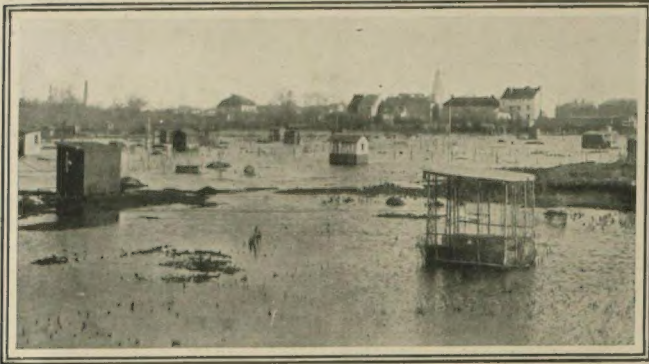
reply to the clamorous hospitality of a cannibal. It is very puzzling to tortoises.

That is the first fact, the bombshell that has never yet exploded in the German brain; it is the simple fact that an average intelligent Russian, every bit as much as the Frenchman or Fleming, does regard the Prussian civilisation as a second or third rate thing; and the Prussian, therefore, as in that degree his inferior. The second fact to note is the particular ground chosen for the contempt in this compact Russian utterance. I think it was Mr. J. Stephen in the *New Witness* who pointed out, what had never occurred to me, the real meaning of that phrase for which Scotsmen have been so much chaffed, "Lord,

The other great example, of course, of the ill-conceived attempt upon English opinion is the Zeppelin antics. In the case of Russia, they cannot get hold of the national clue, which is religion, and a religion with a sort of wild charity. To a Russian to be cold-blooded is worse than to be bloody; and the Prussian is both. And as the Russian clue is a religion, the English clue is a certain *humour*, which clings to Englishmen even in embattled militarism, and comes quite easy to them in individual adventure. The man in the street will take his chance of meeting a Zeppelin like his chance of meeting a mad dog. I offer the dog as a suggestion to the Prussian Government.

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THE CAMERA AS CORRESPONDENT: NEWS OF FRIEND AND FOE.



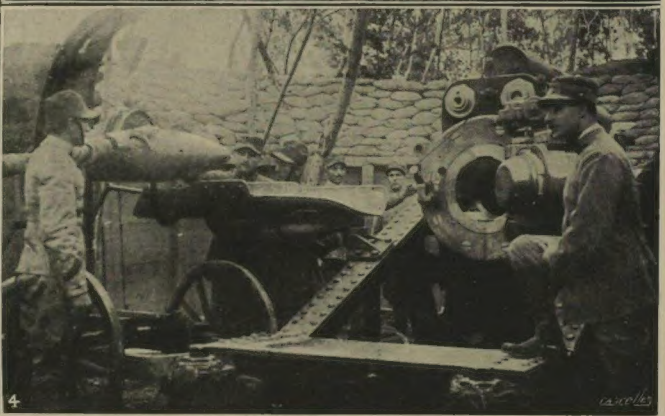
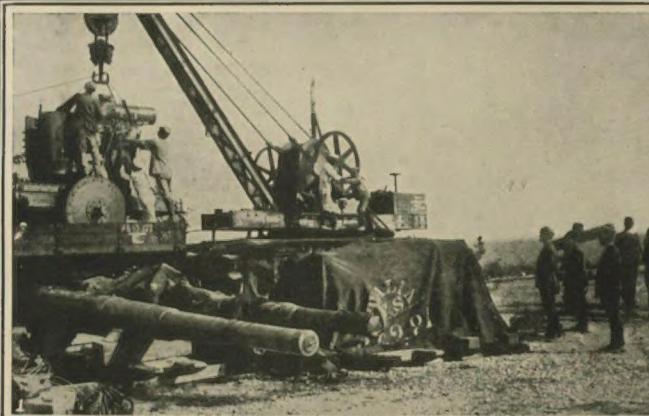
FLOODS IN GERMANY: THE VALLEY OF THE HAVEL INUNDATED AT CHARLOTTENHOF, NEAR POTSDAM.

Charlottenhof is on the railway line from Berlin to Potsdam, and close to the latter. Potsdam itself is situated on an island in the River Havel.—Metal shields have been much used by the troops of the enemy. A little loophole is made in the shield through which a rifle can be fired.



FIRING THROUGH A METAL SHIELD: A HUNGARIAN SOLDIER ON OUTPOST DUTY IN THE SNOW.

Photo. Constantin.



1. ITALIAN HEAVY ARTILLERY ARRIVING: UNLOADING SOME OF THE BIG GUNS USED WITH SUCH EFFECT AGAINST THE AUSTRIANS.

3. ITALIAN ENGINEERS AND THEIR WORK: A COMMANDING OFFICER'S SHELTER UNDER CONSTRUCTION IN THE CARNIAN ALPS.

The achievements of the Italian artillery have not been less notable than those of the mountain troops and the Engineers. In a recent summary of the results achieved by the Italian forces up to the end of 1915, the Italian supreme command pointed out that they have warded off invasion by a vigorous offensive, destroyed fortresses and stormed heights that seemed inaccessible, and held the initiative

2. AMMUNITION FOR A 305-MM. ITALIAN GUN: SHELLS LAID OUT UNDER A TENT READY FOR FIRING.

4. AN ITALIAN 305-MM. GUN AND ITS EMPLACEMENT: ARTILLERYMEN ENGAGED IN LOADING THE GIANT.

along the whole front against the Austrians, who have lost over 30,000 prisoners, 5 guns, 65 machine-guns, thousands of rifles, and much war material. These results have been won in the highest and most difficult of all the theatres of war in Europe, and under extremely severe conditions of weather and temperature. The Italian Army has every reason to be proud of its work.



THE RAILWAY DISASTER NEAR PARIS: THE ENGINE OF THE WRECKED EXPRESS.

A terrible railway accident took place at St. Denis, near Paris, on the evening of February 1. The express from Boulogne, travelling at high speed, collided with a goods truck that had become uncoupled while shunting. The engine was derailed, and the tender was thrown across the line. Seven third-



THE RAILWAY COLLISION AT ST. DENIS: WRECKAGE OF THE BURNT-OUT COACHES.

class coaches were piled up against it, and caught fire. Fourteen people were killed, several being burnt, and about forty were injured. The express had just passed St. Denis Station and was approaching the Pont de la Révolte when the accident occurred.

A FACTOR IN THE BALKANS: ROUMANIA—BLESSING THE WATERS.

PHOTOGRAPHS BY BERMAN, AND UNDERWOOD AND UNDERWOOD.



THE BLESSING OF THE WATERS AT BUCHAREST: THE PROCESSION ON THE WAY FROM THE CATHEDRAL TO THE RIVER DYMBOVITZA.



THE ROUMANIAN HIGH PRIEST AND ATTENDANT CLERGY WHO PERFORMED THE CEREMONY IN THE PRESENCE OF THE ROYAL FAMILY: A MARCH-PAST.



A ROYAL REVIEW OF ROUMANIAN BOY SCOUTS: (1) KING FERDINAND; (2) QUEEN MARIE; (3) PRINCE NICOLAS; (4 AND 5) PRINCESSES ELISABETA AND MARIE; (6) M. PHEREKYDE, PRESIDENT OF THE CHAMBER; (7) M. BRATIANU, PREMIER; (8) M. MORTZNU, MINISTER OF THE INTERIOR; (9) M. ANGHELESCU, PUBLIC WORKS.



THE BLESSING OF THE WATERS OF THE DYMBOVITZA: PRIESTS IN THE ICY STREAM RECOVERING THE CROSS THROWN IN.



LEADING FIGURES IN THE CEREMONY: (1) KING FERDINAND OF ROUMANIA; (2) THE CROWN PRINCE CAROL; (3) HEAD OF THE ROUMANIAN ORTHODOX CHURCH.

Roumania has become once more a centre of great interest in the Balkans, owing to recent reports regarding the political situation there. It was said that tension had arisen between Roumania and the Central Powers (Germany and Austria) owing to the sale by the Roumanian Government to Great Britain of 80,000 wagon-loads of grain, and to the candidature of certain Transylvanian "Irredentists" for the Roumanian

Parliament. The Germanic Powers were said to regard these as hostile acts, and to have demanded the demobilisation of the Roumanian Army. Later, a report that Germany had sent an ultimatum to Roumania was denied. King Ferdinand of Roumania, who succeeded to the throne on the death of King Carol not long ago, married Princess Marie, daughter of Prince Alfred of Great Britain, Duke of Saxe-Coburg and Gotha.

BAYONETS AGAINST GUN! FRENCH INFANTRY ATTACKING GERMAN ARTILLERY IN CHAMPAGNE.

DRAWN BY H. SIMONT.



CAPTURING AN ENEMY "77": THE FRENCH CHARGING AND CUTTING OFF THE

The capture of an enemy's guns in close-quarter fight on the open battlefield offers one of the comparatively rare touches of romance left us by the mechanical conditions of modern war. Such an exploit of itself involves daring and dash, and an element of surprise—three of the elements of romance. All were present in the smart and successful affair which forms the subject of the above illustration. It was an incident of one of the battles that are incessantly being waged here and there, on a greater or lesser scale, along the French front in Champagne. A German field battery had remained too long in an exposed position as the French crept gradually forward. Then the Germans limbered up and began to withdraw their

GERMAN FIELD-GUN WHILE IT WAS BEING LIMBERED UP BEFORE RETIREMENT.

guns. They were too late with one of them. An attacking rush of French infantry closed on it, storming across intervening trenches, and carrying it by assault. "Some of the Germans," we are told, "put up their arms and called for quarter; others fought to the death with revolvers or swords; some even picked up their own shells and battered with them at the heads of the nearest French. It was in vain: the defending Germans were unable to hold out against the determination of their assailants, whose bayonets finally decided the affair, with the result that the gun became a French trophy."—[Drawing Copyrighted in the United States and Canada]

ENTERTAINING TOMMY: A FEATURE OF FASHIONABLE LIFE IN WAR-TIME.

SKETCHES BY FRANK REYNOLDS.



RECREATION FOR THE WOUNDED: AT A CONCERT FOR MEN "BROKE" IN THE GREAT WAR, AT HARRODS'.

Society and Stage are allies when it comes to entertaining the wounded, and between them they have done splendid work. Nothing could exceed the energy devoted to this labour of love on the part of the people of the great world and the profession; and, of course, included in the profession nowadays are not only those of what used to be called the legitimate stage, but those of the music-hall stage; for actors and actresses are regular stars of the "halls," just as artistes are stars of the theatres. A case in point is illustrated by this page of sketches, made the other day at one of the regular concerts given at Harrods' for wounded soldiers—affairs which bring delight to eighty or

ninety wounded at a time. It may be added that, for the purpose, Messrs. Harrods, through Sir Richard Burbidge, have very kindly lent a large room; and that a number of their staff voluntarily stay over-time that they may be of assistance. At the same time, the Stores supply the tea and cigarettes for the men at cost price. As we have noted, a splendid amount of help has been given by the profession. Any members of it who would care to lend their aid to this very deserving cause need only to write to us to be put in touch with those who can supply them with dates and times and all other details.—[Drawing Copyrighted in the United States and Canada.]

PARTING SHOTS IN GALLIPOLI: SOME OF THE LAST TURKISH SHELLS.

OFFICIAL PHOTOGRAPHS, SUPPLIED BY C.N.



WITH A LARGE TURKISH SHELL FALLING IN THE WATER: ONE OF THE LAST SCENES AT WEST BEACH, SUVLA.



A "SNAPSHOT" ON THE DAY OF THE FINAL EVACUATION: A TURKISH SHELL DROPS NEAR THE PIER AT LANCASHIRE LANDING, CAPE HELLES.

As mentioned on our double-page of photographs illustrating the evacuation of Gallipoli, that of Suvla Bay and "Anzac" took place on December 19, and the final departure from the peninsula, at its southern end in the neighbourhood of Cape Helles, on January 8. Describing the scene of the earlier event, and the arrangements that had been made for landing and embarking troops and guns, Mr. G. Ward Price writes: "At Suvla the shore is dotted with calamitous-looking, stranded wrecks, canted pathetically on their sides. Some of these, however, are hulks filled with sand and carefully sunk to serve as breakwaters. Others are used as jetties for ships to come alongside." Speaking of

the evacuation, he says: "The breakwaters, which we had built of old hulks, were smashed by shell fire at short range from the ships. . . . The Turks, though puzzled, apparently never realised that anything unusual was going on, and as this ship was steaming away this morning (*i.e.*, December 20), when all had been over for some hours, the Turkish gunners in an erratic way had begun as the sun rose to shell the beaches. . . . To sum up, it was the greatest thing of its kind the British Army has ever attempted, and it was exceedingly well done by both the Army and the Navy." The name Lancashire Landing commemorates the heroic deeds of the Lancashires on "W" beach.

"THE BIGGEST BLUFF IN THE WAR . . . A TRIUMPH OF ORGANISATION": THE EVACUATION OF GALLIPOLI.

OFFICIAL PHOTOGRAPHS SUPPLIED BY C.N.

DESCRIBING the evacuation of the northern positions in Gallipoli, Mr. G. Ward Price wrote (on December 20): "Every man, every animal, every baggage-cart, and out of — guns all but six, which were intentionally left behind to fire till the last minute and were then destroyed, have been embarked from Suva and 'Anzac' under the very nose of the unsuspecting Turk. The biggest bluff in the history of the war has been brought off. A new record has been set up, and the British Army and Navy, working hand in hand, have set up a joint triumph of organisation which will last long in the annals of war. . . . In the rear of the twelve-mile front along which we were disposed were three beaches, where we had made it possible on that harbourless and wind-swept coast to land and embark troops and guns. . . . With quiet efficiency, with regularity, even without noise, it was done. It may be said that the only fighting . . . was that which occurred in the Australian brigades to decide who should have the privilege of staying to the last. Many men paraded before their commanding officers to protest vigorously against being ordered to go on board the transports while men who had arrived on the peninsula after themselves were allowed to stay an hour or two longer with the rear-guard."



MEN OF THE GALLANT OVERSEAS FORCE THAT FOUGHT SO HEROICALLY IN GALLIPOLI AND CLAMoured TO BE THE



LAST TO LEAVE: AUSTRALIANS CHARGING NEAR A TURKISH TRENCH JUST BEFORE THE EVACUATION OF "ANZAC."

THE final evacuation of the southern end of the Gallipoli Peninsula was thus described in an official statement issued by the War Office: "The night of the 7th and 8th (January) was fine; the evacuation and operations were quietly and successfully continued. The 8th was fine, with calm sea until after 4 p.m., when the weather suddenly grew worse, and at 11 p.m. the wind had increased to 35 miles per hour. From midnight onwards it was only just possible to use piers and lighters, and impossible to carry out the programme of embarking troops in destroyers alongside sunken ships at W Beach owing to the connecting piers being washed away. Embarkation at Gully Beach became impossible. One lighter went ashore there, and the remaining troops had to march to W Beach for embarkation. In spite of these difficulties, the programme at W Beach and Y Beach was completed by 2.30 a.m., and troops from Gully Beach and all beach parties were embarked by 4 a.m. A hostile submarine was reported off Cape Helles at 9 p.m. The Turkish artillery was practically silent the whole night until the stores were fired simultaneously by a time-fuse after the evacuation had been completed. The Turks then fired red lights all along their line, and at once opened heavy shelling."



A SCENE ON THE WEST BEACH AT SUVA BAY TWO DAYS BEFORE THE WONDERFUL EVACUATION: ALL IN READINESS.



A PHOTOGRAPH TAKEN TWENTY-FOUR HOURS BEFORE THE ACTUAL DEPARTURE OF THE TROOPS: A SCENE



A BUSY SCENE ON "W" BEACH TWO DAYS BEFORE THE GREAT EVACUATION: THE SPOT NEAR CAPE HELLES IMMORTALISED BY THE LANCAIRES' LANDING.

The evacuation of the Gallipoli Peninsula was, in its way, a feat hardly less wonderful than the original landing. While the latter will live in military history by reason of the splendid heroism of the troops, their departure is memorable as a unique example of cool daring and first-rate organisation. The feeling of the nation regarding the event was well summed up by the Prime Minister in Parliament when the news of the final evacuation had been received. "The House and country," Mr. Asquith said, "will have learnt with extreme gratification of the successful retirement of the forces at Cape Helles, without the loss of a single life. Eleven guns only were left behind—not a very large number—of which ten were worn-out 15-pounders, and before being abandoned all were rendered unfit for further service. Such of the stores and reserve ammunition which could not be removed were set on fire at the last moment, and the whole retirement was conducted with an absolute minimum of loss. This operation, taken in conjunction with the earlier retirement from Suva and 'Anzac,' is, I believe,

without parallel in military or naval history. That it should have been carried through with no appreciable loss, in view of the vast amount of personnel and matériel involved, is an achievement of which all concerned, commanding officers, officers, and men in both Services, may well be proud. It deserves, and I am sure will receive, the profound gratitude of the King and the country, and will take an imperishable place in our national history." With regard to our photographs above and on another page, we may point out that they illustrate both the evacuation of Suva Bay and "Anzac" on December 19, and the final evacuation of the southern end of the Gallipoli Peninsula round Cape Helles on January 8. The original landings at the southern end and at "Anzac" took place, it may be recalled, on April 25, 1915. The landing at Suva Bay was made on August 6. Regarding the right-hand photograph of the lower three, it may be recalled that "W" Beach, one of the landing-places selected on April 25, was afterwards named Lancashire Landing in honour of the valour shown by the Lancshires there.

DESTRUCTION OFFICERS: PREPARING TO FIRE STORES AT SUVLA.

OFFICIAL PHOTOGRAPHS, SUPPLIED BY C.N.



THAT EVERYTHING OF USE TO THE ENEMY MIGHT BE BURNED: PLACING HAY (AFTERWARDS SOAKED WITH PETROL) AMONG THE STORES BEFORE THE EVACUATION.



DESTRUCTION-OFFICERS AT WORK: LIEUTENANT CASSIDY GETTING READY SPECIAL LANTERNS FOR THE EVACUATION OF SUVLA.

"When the whole thing was over," describes Mr. Ward Price, in his narrative of the evacuation of Suvla, "the last job that remained to do ashore was to set a light to the abandoned stores. Volunteers did this by means of time-fuses, which were only lit when the news was received from 'Anzac' that all was clear, for it was expected that

the sight of the conflagration would at once open the eyes of the Turks to what was going on, and that a furious if futile bombardment would immediately begin." The correspondent, who dates his account from "One of H.M. Ships off Suvla," thus narrates what he saw after the fires had been lighted: "One had a splendid view of five great

[Continued opposite.]

THE BURNING OF THE STORES: LAST ACTS OF THE SUVLA EVACUATION.

OFFICIAL PHOTOGRAPHS, SUPPLIED BY C.N.



STORES BURNING AT FIVE IN THE MORNING: THE SCENE AS VIEWED FROM A BATTLE-SHIP AT SUVLA.



SEEN FROM H.M.S. "CORNWALLIS," THE LAST SHIP TO LEAVE SUVLA BAY: STORES AND OTHER MATERIAL BURNING AT THE TIME OF THE EVACUATION.

Continued.]

fires springing up one after another about four o'clock (a.m.) as the store dumps leapt into flames, and soon into one mighty bonfire a couple of hundred yards long. Farther along the coast the 'Anzac's' forsaken bully-beef was burning fiercely too. At 3.30 there had been a violent explosion from 'Anzac,' with a sudden spurt of flame on the crest of the hill. This was a giant mine exploded by the Australians forty-five feet deep

under the Turkish trenches as the final act of hostility when the last Australian was about to leave the beach. It was fired by electric contact from a distance, and must, it is thought, have killed a hundred Turks." Summing up results of the evacuation, Mr. Price says, "The realisation of the scheme proved for once to be the perfect working out of a business-like and smoothly running programme."

LAST DAYS OF THE GREAT EVACUATION: AT SULVA AND CAPE HELLES.

OFFICIAL PHOTOGRAPHS, SUPPLIED BY C.N.



UNDER THE VERY NOSES OF THE ENEMY AT SULVA: TOWING OFF ARTILLERYMEN ON A RAFT, WITH A FIELD-GUN, IN BROAD DAYLIGHT.



BY "V" BEACH, CAPE HELLES—THE DAILY BOMBARDMENT CONTINUES TO THE END: A TURKISH SHELL FROM ACROSS THE DARDANELLES STRAIT BURSTING NEAR THE REMAINS OF THE "RIVER CLYDE."



ON THE WAY OUT TO THE TRANSPORTS OFF SULVA BAY: A FIELD-GUN, WITH AN ARTILLERY SQUAD, BEING TOWED TO THE SHIP ANCHORAGE ON A RAFT IN BROAD DAYLIGHT.

The evacuation of Sulva, including the removal of the more important stores and the embarkation of the troops with guns, transport animals, and munitions, occupied some ten nights. On the last two the men, guns, and transport animals, were got away, leaving a rearguard to hold the trenches and cover the destruction-parties charged with setting on fire the stores it was decided to abandon. In the first illustration a Navy launch is seen off Sulva towing out to the transport in waiting a raft carrying artillerymen with a gun and limber and spare gear. Another party of gunners with a field-piece is seen in the third photograph. The taking off of these took place in broad

daylight; but was apparently unmarked by the enemy. In the second photograph is a Cape Helles incident. The position there was evacuated after the Sulva withdrawal. To the last, the Turks on the Asiatic shore of the Dardanelles kept up their spasmodic bombardment of "V beach." One of their shells is seen bursting near the abandoned hulk of the "River Clyde," the transport which figured so prominently during the first landing. At the time of the photograph most of the French had been embarked. The British were about to follow, except the Royal Naval Division holding Seddul Bahr to cover the destruction-parties.

ZEPPELIN "FEATS"! A MISSIONARY AND OTHER WOMEN KILLED.

OFFICIAL PHOTOGRAPHS BY WATSHAMS, LTD.



WHERE MANY POOR PEOPLE WERE KILLED AND INJURED: THE CLASS OF WORKMEN'S DWELLINGS DEMOLISHED BY THE ZEPPELINS.



WHERE A LADY ADDRESSING A RELIGIOUS MEETING WAS KILLED: A WRECKED MISSION HALL—SHOWING THE HOLE MADE BY THE BOMB

Further typical effects of the recent Zeppelin raid are here seen. If it were not for the suffering caused to innocent non-combatants, these results, in view of the German boasts, might be described as ludicrous. As regards the scene of the lower photograph, a "Times" correspondent wrote: "A woman missionary, the wife of a well-known vicar, was standing, Bible in hand, addressing an audience of

about 200 persons, mostly women and girls, when a bomb dropped between the church and the mission room. A hole was left in the ground about 4 feet deep and 12 feet in diameter within 20 feet of the mission room. . . . The woman missionary was struck by a huge fragment of shell and killed instantly. Another lady and a young girl were also killed on the spot."

• SCIENCE AND NATURAL HISTORY •



SCIENCE JOTTINGS.

REINDEER FOR GERMANY

RUMOUR has it that the gentle German is endeavouring to secure reindeer to make up his shortage of meat. This may well be so, but such endeavours are foredoomed to failure. With every imaginable facility for importation, which he does not possess, failure is certain, since he can but draw upon the herds of domesticated reindeer of Scandinavia, which could not possibly furnish supplies on a scale that would be of the slightest use.

Could they succeed, this would not be the first time that domesticated reindeer have been imported to save a people from threatened starvation; for in 1892 the American Government imported sixteen head into Alaska for the benefit of the Eskimo, who, by the diminution of whales, seals, walruses, bears, and so on, owing to the hunting raids of whalers and others, were threatened with speedy extermination. The experiment proved a complete success, for large herds are now to be seen there. But this war, we hope, will be over before a like importation could be of any service to our unscrupulous enemies.

The reindeer has always been a very present help in time of trouble to the human race of northern latitudes. Long before the dawn of history the reindeer alone made existence possible to the hardy huntsmen of the northern marches. Then, as now, it supplied the place of horse and cow, sheep and goat.

As might be supposed, the reindeer has lost much in bulk as a consequence of domestication, and this applies to its antlers as well as to the carcase. Where food is more plentiful and nourishing, as with the Siberian reindeer, this loss of size is much less conspicuous; and here alone, because of their greater carrying power probably, are they used for riding. As draught animals they are invaluable, for they display great speed and amazing powers of endurance.

The reindeer, like the moose, is circumpolar. Why is it, then, that the former alone has been brought into subjection by man? A little reflection, a momentary glance at the two animals, will dispel this mystery. Size, feeding habits, and structure are all against the moose as a vassal of man. Much of his



food, indeed, is obtained from the river, and is only to be obtained by wading out so far as to submerge the whole body. On shore he must browse upon trees, his short neck making it impossible to crop grass. The reindeer, on the other hand, is infinitely more adaptable. The forest, the mountain passes, or the tundra alike serve his need, and when the ground lies thick with snow he traverses its surface



diet, which consists largely of a lichen known as "reindeer-moss" which grows under the snow. To obtain this provender the snow must be cleared away with the nose and feet. The latter, being horn-covered, are duly protected; but the muzzle, if it were not for its hairy covering, would probably soon become frost-bitten.

In the reindeer alone among the deer tribe does the female carry antlers, though these are indeed but poor things as compared with those of the male, which, however, in domesticated animals never attain the magnificent proportions of the wild animal. Those of European reindeer, again, never attain to the size of the North American race known as the caribou, which present a marvellous range of variation in the details of their development, a range which must be seen to be appreciated. As will be seen on reference to one of the accompanying photographs, the "beam" of the antler curves upwards and forwards, and is surmounted by three or four short "tines." At the base of the beam, it will be noticed that the brow tine, and that immediately above it, are palmated. In the caribou the beam is commonly more curved, and the palmation is excessively developed. In some heads the brow and bez-tines of both antlers form great broad plates, though often one seems to have developed at the expense of the other. In gazing at the wonderful series of these heads collected by my friends Mr. F. C. Selous and Mr. J. G. Millais, I have often longed for the time and opportunity to discover whether the peculiarities of these several heads—for no two are alike—are reproduced with more or less accuracy of detail with each annual renewal, at least till their maximum of growth be attained.



AN ANIMAL GERMANY IS SAID TO BE TRYING TO OBTAIN FOR FOOD: A REINDEER—SHOWING THE PECULIAR BRIDLE USED FOR DRIVING IT.

with ease owing to the great breadth and spread of the hoofs. In the support of the body at this time the smaller, lateral toes—useless vestiges in other deer—play an important part, for the hoofs of these toes are also conspicuously large.

Another conspicuous peculiarity of the reindeer is the hairy muzzle. In all other deer the area between the nostrils down to the edge of the upper lip is naked and wet. The hairy covering of this region in the reindeer is probably directly related to its

According to some, there are several species of reindeer; but other authorities hold that there is but one species, represented by several races, or subspecies. Of the American races, the most distinct are the barren-ground and the woodland caribou. The latter is the larger animal and has the finer antlers, though in length of beam they may not attain to the dimensions of the barren-ground race.

We are apt to forget that, long ago, reindeer roamed all over the British Isles, and it is believed that in the time of Julius Caesar they were met with in the Black Forest of Northern Germany—a reflection which must be rather tantalising to the German of to-day.

W. P. PYCRAFT.



ANIMALS GERMANY IS SAID TO BE TRYING TO OBTAIN FOR FOOD: REINDEER—SHOWING THE PALMATION OF THE BROW-TINE WELL DEVELOPED IN THE SPECIMEN IN THE FOREGROUND.



AS DRAUGHT ANIMALS, REMARKABLE FOR THEIR GREAT SPEED AND WONDERFUL ENDURANCE: A TEAM OF REINDEER WITH THE SLEDGE THEY DRAW.

THE WANTON BARBARISM OF THE ZEPPELIN: AFTER AN AIR RAID.

DRAWN BY J. SIMONT.



"THEIR 'HEROES OF THE AIR' HAVE ATTACKED THE 'FORTRESS, PARIS'": A STRIKING FRENCH DRAWING INDICATING THE MONSTROUS ABSURDITY AND "MILITARY VALUE" OF ZEPPELIN BOMB-DROPPING ON CITIES.

The futility and barbarity of the raids by German "heroes of the air," with the consequent slaughter of women and children and other civilians, and wreckage of humble homes, are suggested in bitter satire by this powerful drawing. Both in France and in England the enemy Zeppelin raids have been of no military value whatever, and they have failed utterly to strike terror into the hearts of the people. Their cowardly

cruelty and their uselessness have been conclusively proved, the only effect of the raids being to make stronger than ever the determination upon the part of the Allies not to stay the hand of retributive justice until the pitiless slayers of women, children, and inoffensive civilians have been brought to their knees, and made to pay the penalty of their crimes.—[Drawing Copyrighted in the United States and Canada.]

THE SEA-POWER OF THE UNITED STATES: A DESTROYER IN FULL CRY AFTER A SUBMARINE.

PHOTOGRAPH BY E. MULLER, JUN. COPYRIGHT

IN THE UNITED STATES AND CANADA



THE UNITED STATES NAVY: IV.—THE "BENHAM" TEARING THROUGH

THE WATER AT HER UTMOST SPEED IN PURSUIT OF A SUBMARINE.

We continue here our series of remarkable photographs illustrating the United States Navy and some of its principal ships, taken at battle-practice and manoeuvres. Special interest is added at the present moment in regard to the naval preparedness of the United States on account of the critical situation that is reported to have arisen in the relations between President Wilson's Administration and the German Government in connection with the sinking of the "Lusitania," and the United States' peremptory demand for a disavowal of the crime from Berlin. In the above photograph one of the newer destroyers of the United States Navy, the "Benham," completed for sea two years ago, is seen steaming at full speed

in chase during the naval manoeuvres, in the act of racing forward to run down a suddenly sighted submarine. The "Benham" is one of the largest class of U.S. destroyers afloat, a 79½-knot vessel of 1010 tons displacement, carrying 98 men, and armed with 4-inch quick-firers and three torpedo-tubes. It may be added that for the past three years the Washington Government has carried through a large annual destroyer-programme, and several extra fast and large vessels are in the newest programme, which was laid before Congress at the end of last year. If this be adopted, the United States Navy will include 109 destroyers by 1921.

ARSON OR ACCIDENT? CANADA'S PARLIAMENT BUILDINGS BURNT DOWN.

PHOTOGRAPHS 1, 3, AND 4 BY COURTESY OF THE CANADIAN PACIFIC RAILWAY; 2 BY VALENTINE; 5 BY TOPICAL.



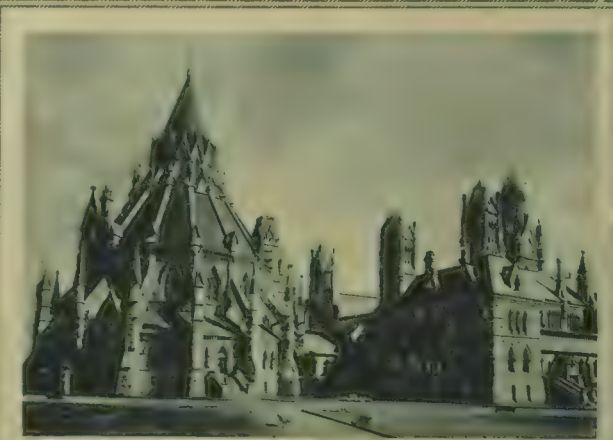
SHOWING THE LIBRARY ON THE RIGHT: THE CANADIAN PARLIAMENT BUILDINGS AT OTTAWA,—DESTROYED BY FIRE.



SHOWING THE CLOCK TOWER: THE PARLIAMENT BUILDINGS, OTTAWA, WHICH HAVE BEEN DESTROYED BY FIRE, EITHER BY ARSON OR BY ACCIDENT.



THE SPLENDID POSITION OCCUPIED BY THE DOMINION HOUSES OF PARLIAMENT: THE BUILDINGS ON PARLIAMENT HILL, ABOVE THE OTTAWA RIVER.



WHERE THE FIRE WHICH HAS RUINED THE FAMOUS CANADIAN PARLIAMENT BUILDINGS BEGAN: THE LIBRARY (ON THE LEFT).



WITH A STATUE OF QUEEN VICTORIA AS A YOUNG WOMAN: IN THE REMARKABLE LIBRARY OF THE PARLIAMENT BUILDINGS, OTTAWA.

On Thursday night, February 3, a disastrous fire broke out in the Reading Room of the Parliament Buildings, Ottawa, while the House was sitting. The Premier, Sir Robert Borden, and Sir Wilfrid Laurier escaped, as did other Members; but at least seven deaths have been reported. Two of the victims were ladies who were dining with Mme. Sevigny, wife of the Speaker, the Hon. Arthur Sevigny. Others were Mr. B. B. Law, M.P. for Yarmouth, and Mr. Laplante, Assistant Clerk of the House. Of the magnificent buildings Anthony Trollope wrote: "I know no such a set of buildings so happy as regards both

beauty and grandeur." The foundation-stone was laid by King Edward VII. when, as Prince of Wales, he visited Canada and the United States in 1860. The site of the Parliament House is superb. It stands one hundred and fifty feet above the Ottawa River, on Parliament Hill. The oldest portion of the buildings was erected in 1859-1865, at a cost of £1,000,000. Opinions as to the cause of the outbreak differ, some thinking it to be accident, while others attribute it to German agency and incendiarism. The Dominion Cabinet has appointed a Commission to make a thorough inquiry.

FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY ELLIOTT AND FRY, CORBETT, LANGFIER, BACON, SWAINE, TEAR, LAFAYETTE, AND LONDON STEREOSCOPIC CO.



CAPTAIN E. K. O. FERGUSSON,
Seaforth Highlanders. Mentioned
in despatches. Killed in France.
Aged 22.



MAJOR H. A. HAMILTON,
Royal Field Artillery. Served in South
Africa; both medals, five clasps. Men-
tioned twice in despatches.



MAJOR E. G. FROST,
7th Battalion Middlesex Regiment.
Died of wounds. Wounded also in
May, 1915.



CAPTAIN F. G. RIGBY,
Seaforth Highlanders. Mentioned in
despatches; awarded Military Cross.
Fell in Mesopotamia.



CAPTAIN J. D. WALSH,
2nd South African Regiment (Natal
and Orange Free State). Killed in
Egypt.



MAJOR O. ST. J. SKEEN, D.S.O.,
62nd Punjabis. Served in South Africa
and Tibet. Won D.S.O. defending Suez
Canal, February 1915.



MAJOR E. COLSON,
41st Dogras. Son of Surgeon-Major
E. Colson, I.M.S. Died of wounds in
Mesopotamia.



CAPTAIN AND ADJT. L. D. CANE,
20th Battalion Royal Fusiliers. Son of
the late Henry Drake Cane. Killed in
France.



CAPTAIN A. C. BRANDON,
Hampshire Regiment. Served in
Persian Gulf, and Mesopotamia,
where he fell.



LIEUT.-COL. H. W. CRUDDAS, D.S.O.,
41st Dogras, attached 4th Suffolks.
Son of the late Mr. John Cruddas.
Newcastle-on-Tyne.



MAJOR J. C. WAY,
16th Middlesex Regiment. Saw service
in Natal Native Battalion (medal). Fell
in France.



CAPTAIN NEVILLE F. SMITH,
Durham Light Infantry. Was a black-
and-white artist on "Punch." Fell in
France.



CAPTAIN SIR ROBERT M. FILMER,
Grenadier Guards. Son of 9th Baronet.
Served in Nile Expedition and South
African War. Left no heir.



MAJOR JAMES SCHOLFIELD
FRASER,
5th East Kent Regiment. Killed in
Mesopotamia. Aged 38 years.



MAJOR W. H. NICOLSON,
37th Dogras. Indian Staff Corps, 1896.
Saw service on North-West Frontier and
East Africa.



CAPTAIN E. P. ALMACK,
R.M. and R.F.A. A keen sportsman.
Hunted with Kildare and South Meath
Hounds.



LIEUT. E. F. W. COBBOLD,
Cheshire Regiment and Royal Flying
Corps. Son of Rev. Robert Cobbold,
The Rectory, Hitcham, Ipswich.



CAPTAIN R. M. BRIND,
37th Dogras. Son of the late General
Sir James Brind, G.C.B. Mentioned in
Despatches. Military Cross.



LIEUT. E. WORKMAN,
Irish Rifles. Son of Mr. F. Workman,
ex-High Sheriff of Belfast. Mentioned
in despatches.



LIEUT. D. L. S. GASKELL,
Welsh Regiment. Son of Mr. James S.
Gaskell, M.I.C.E., Victoria Street, and
Mrs. Gaskell, Epsom.

MONTE CARLO.

CHRISTMAS has once more become a thing of the past. War has again taken its toll, but the turn of the year has brought many visitors down to the South of France to revel in that beautiful spring climate, the charm of Monte Carlo, the only spot along the Riviera completely sheltered and warm at this period.

The square behind the Casino catches the morning sun, and until evening it will be tenanted by the numerous visitors who have left more northerly climes, and keenly experience the joy of living while they sip their coffee and smoke cigar or cigarette, clad in flannels and summer suits, although a glimpse may be obtained here and there of the snow-crested Italian Alps. Lunching has been indulged in under the verandah of the famous Hotel de Paris, where M. Fleury strives successfully to confirm the reputation of the hostelry established by the founder of Monte Carlo. The best wines of France were laid down by the man to whom the Principality of Monaco owes more than an ordinary debt of gratitude. He transformed the barren plateau of Monte Carlo into an earthly paradise, with gardens on a scale which even our common Mother Eve would have been loth to leave. An underground passage from the Hotel de Paris leads straight into the atrium of the luxurious Casino, open all the year round, but unwisely closed for a brief period twelve months ago in deference to the wishes of the authorities at Nice. Chairs and tables are laid out in front of the Café de Paris, on the opposite side of the plateau to that occupied by the hotel of that ilk. Though similar refreshments are obtainable within the Casino, the generality of persons prefer to enjoy their *consommations*, laugh, talk, smoke, and chat in the open air. Everybody knows everybody in Monte Carlo, that Tom Tiddler's ground where gold and silver may be picked up or lost; while hardly a day passes without some visitor catching sight of a friend he may not

have met for years. Men in khaki from the Dardanelles, who have been sent on from Marseilles to Monte Carlo to recover from their wounds or recruit, regret the Casino is closed to them, and that the concert-room and the theatre are alone within bounds for the Service. The garden-seats round the "Boulingrin" are places of predilection for those who are waiting for the latest news from the belligerent fronts, published as soon as wired

created a reputation for the Principality of Monaco and its immediate neighbourhood. There is the war news posted on the board reared in the public square reminding us of the struggle being carried on beyond the mountains which enclose us within a realm of peace, although now and again a convoy of convalescent men signalled at the railway station brings the ladies managing the homes of the Red Cross Society to the task of allotting quarters to the unbidden but most welcome guests.

Nature has endowed Monte Carlo with every possible attraction. A most generous programme drawn up by the Société des Bains de Mer, a perfect Providence to those who dwell under the banner of the Grimaldis, included the resumption of racing in France. The Nice Race Society, under the presidency of M. Camille Blanc, had voted the necessary sum as prizes to ensure the presence of Italian competitors and French owners, who, hard hit by a long period of inaction, welcomed the idea advanced by M. Camille Blanc. Monte Carlo, within the narrow limits left by the modern builder, never in its early days possessed any space which could have been utilised as a race-track. Those who had the management of the sporting programme, elaborated each year by the Société des Bains de Mer, acquired the right to hold race-meetings on the ground pertaining to the military authorities at Nice, on the banks of the River Var. Everything was ready for the racing projected; but at the last moment the leading Paris societies declined to publish any programme until the invader had been once more driven across the frontier. Consequently, nothing was to be done, as all horses incurred the penalty of disqualification if running at any gathering the programme of which had not been duly published in the official "Calendar." The season's programme of the Société des Bains de Mer de Monaco has therefore been limited to the operatic performances organised by M. R. Gunsbourg, the concerts under the direction of Messrs. Ganne, Jehin, and Lauweryns, and the Fashion's Congress, which is to give the keynote as to costume, head-gear, and sunshade for the year.



THE "BOULINGRIN," OR PUBLIC SQUARE, BEHIND THE CASINO.

down to Monte Carlo by different Press agencies, as well as for those watching the entrance and exits of the Casino, scrutinising the faces of those who enter or leave, speculating whether they have succumbed to defeat in their bout with fickle Fortune or have carried off some of the spoils. It is a case of many being called and few chosen, for tradition gives names of men who amassed fortunes at a turn of the wheel, and left their winnings in other hands. Climate and situation, bright sunshine and absence of all irritating surroundings, have

driven across the frontier. Consequently, nothing was to be done, as all horses incurred the penalty of disqualification if running at any gathering the programme of which had not been duly published in the official "Calendar." The season's programme of the Société des Bains de Mer de Monaco has therefore been limited to the operatic performances organised by M. R. Gunsbourg, the concerts under the direction of Messrs. Ganne, Jehin, and Lauweryns, and the Fashion's Congress, which is to give the keynote as to costume, head-gear, and sunshade for the year.

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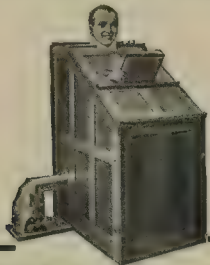
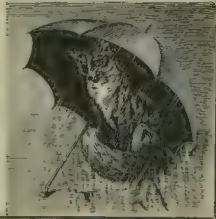
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LADIES' PAGE.

AT the business congress called by the Lord Mayor of London, and attended by some eighty other Mayors and a large number of representative members of Chambers of Commerce and employers' trade societies, Sir George Pragnell "elicited enthusiastic cheers by declaring that the women of Great Britain have 'made good' during this war." In the same day's newspaper with this report, appeared a detailed account of the work of women in munition-factories. "There have been notified to the Board of Trade Statistical Department no fewer than 109,000 cases of women having replaced men in various parts of the country, and it is known that this falls very far short of the actual number." Women have been thus proved able to undertake "some hundreds of processes" that used to be considered (and paid for) as specially skilled labour for men. But the ludicrous conclusion reached from all this is, "That women solely for the purposes of the war and not for subsequent service can be trained to do the most delicate and skilful operations now performed by men is the growing opinion of engineers." Obviously, if women can do the work of the most highly skilled and well-paid artisans for war-time, of course they can equally do it in peace. But what the writer meant is a great economic problem, that will press in the days to come; namely, how far men may in the future cause an artificial scarcity of labour in the higher and better-paid forms of wage-earning, whether professional or industrial, simply by continuing the policy of forcibly preventing, by law, custom, or the use of trade-union methods, the capabilities of women being fully employed?

Of course, there are two sides to this as to most questions. To begin with, it is by no means certain that women can as a sex really endure without injury much of the hard labour to which they are now being set. It may possibly prove after a while that the wastage and the weeding-out of ruined constitutions will be such that the game is not worth the candle. It is certain that with good physical training, and the means to have nourishing food and proper recreative relief out of work-hours that high pay provides, there is far greater physical strength amongst us than has been generally supposed. Sensible dress is a factor in this matter, and it is interesting to hear that women in munition-factories are taking without a murmur to the uniform demanded by the employment; but the general dress of girls and women must likewise be more sensible, if we are fully to develop and use muscular strength. Will men allow women to wear really suitable clothing to enable them to prepare for, as well as to do, really hard work? Up to now, the attempt has been severely suppressed, as in the case of the rational cycling dress of a few years ago.

Then, deeper-going still, is the economic problem. If a man earns good wages, he usually keeps a wife and children: a woman does not fill the same social office. Moreover, to utilise all the powers of women would, it is clear, greatly increase the supply of competent labour, and

on half the human race is very bad for the community, which needs all the talent that there is to be utilised. Besides, new conditions now exist. The men whose work the women are showing themselves capable of doing will, alas! in large numbers, never return. There will be thousands of widows, and also, so to speak, of "brevet-widows"—I mean the single women who would have married if their natural mates had not been cruelly killed in the full pride of manly vigour—who needs must earn a livelihood for themselves; and it will indeed be cruel as well as unwise to slam in their faces again all the doors to the well-paid work of which they are proving themselves so capable. It will be a great social problem, and it is to be hoped that men will not attempt to deal with it alone. There will more than ever need to be "two heads in council—two beside the hearth, two in the tangled business of the world." Yes, Tennyson was right in that phrase; it is "a tangled business"!

Economy is one of those virtues that are quite agreeable to moralise over in the abstract, but extremely gritty in application. The first intimation that we are to economise as a nation, and not through the housewife's efforts alone; closed museums; no more fruit, or tobacco, or wood, or paper imported, etc., have roused wrath just like that which often seethes or explodes when table and domestic saving is enforced. Fancy not to have fruit brought to us! All the delicious and healthful oranges that Spain is at this moment eager to send us are to be left on the poor growers' hands; and the apples of Australia are not to fill the gap between now and the ripening of our own! This really is extremely unfortunate, if inevitable; for fruit is of service in diet in a way that cannot be replaced. I have heard a great "temperance" physician say that he always advised the men and women who consulted him because they were tempted to drink too much alcohol, to buy oranges instead, which he declared would in most cases allay the early stages of craving for strong drinks. Still, it seems that the money value of the fruit imported even during the last year of war was over £11,000,000.

For early spring, when furs become too hot and oppressive, very pretty mufflers are being offered. A silk knitted tie with muff and little cap of the same colour, is a pretty idea for girls. Velvet is also used to build these sets with good effect, and a clever girl can quite well make the muff and toque for herself, to suit the tints of a tie that she buys, or even line a strip of velvet or velveteen with some bright-coloured silk, finish the ends with fringe to harmonise, and appear entirely fitted out by her own talent with the needle. Marabout makes a good edging; and a narrow line of bead-trimming looked well. As these sets are intended to be worn with dark tailor dress, a very bright colour is not out of place; such as sealing-wax red, china-blue, or pure white silk edged with striped velvet in two vivid colours.

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so must bring down wages for men, and make it less possible for them to support families. On the other hand, the waste of human power by artificial handicaps

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Dr. Colonnay, the distinguished physician of the Faculty of Medicine, Paris, has at last made public the secret of his latest discovery. All readers of the French medical publications and journals devoted to feminine interests are now familiar with the astonishing results of his unique experiment upon 200 ladies, ranging from 16 to 60 years of age, some of them in the most weakly and anaemic state of health, and all absolutely lacking in bust-development. Within five days the rapid growth of new flesh was noticeable in all cases. In three to six weeks busts that were flabby, sagging, and almost non-existent, had developed from five inches to eight inches by actual measurement. Convincing statistical evidence shows that in 45 per cent. of the cases patients were compelled to stop treatment within four weeks on account of threatened over-development.



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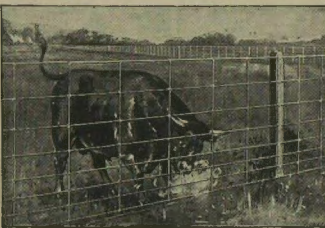
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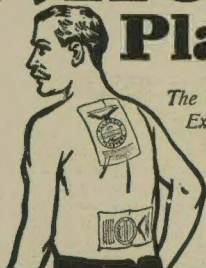
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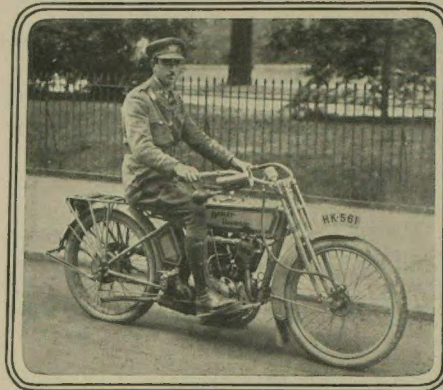
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Anyone who cares to examine the prices of imported pleasure-cars will notice how little, if at all, the present duty upon them has increased the prices. Therefore, one may presume the same result from the industrial side of this industry, which was only just getting into a dividend-paying state when war started. Consequently, although some of the commercial motor-making firms appear to have made considerable profits during the war, they would have done the same, and probably better, if the State had not been engaged in hostilities.

Waiting Orders. Merely by giving advance orders to the motor-manufacturers without in-

financial deposit or irksome obligations, the public can do much to ensure industrial readiness after the war. It is a national question, as something will have to be done to ensure manufacturers maintaining the workmen in their employ, which will be impossible if they have no orders in hand to tackle as soon as the Government demands cease. It is for this reason that motor-makers such as Arrol-Johnston, Napier, Daimler, Vauxhall, Sunbeam, Humber, Austin, Swift, and Clement-Talbot are issuing announcements in the newspapers asking the public to send orders to be put upon



A MODEL MOTOR-CYCLE: "THE SILENT GREY."

It would be painting the lily to recapitulate the many technical excellences of the "Harley-Davidson" motor-cycles, the 1916 models of which represent the very last note in design and construction. For silent, smooth running, economy in use, the absence of vibration, and the completeness and perfection of every detail, Harley-Davidson machines have well earned an enviable reputation with experts, especially for military purposes. The address of the Harley-Davidson Motor Company is 74, Newman Street, W.



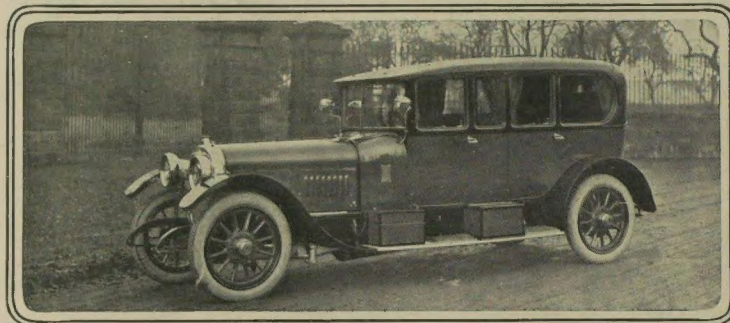
PEACE AND WAR: A DAIMLER CAR ON TOUR IN THE AUSTRIAN TYROL.

This picturesque photograph of a touring Daimler car is of peculiar interest just now, as the landscape which forms its background suggests the natural difficulties with which our gallant Italian Allies have to contend in their campaign against Austria.

for motor-vehicles, which gives some idea of the magnitude of these purchases. This is a deep inroad upon the goodwill of the makers of industrial motors, and it is difficult to see how it is to be regained. Help will have to be given to the British manufacturers of commercial motors, and it seems to me that the sooner the Chancellor of the Exchequer places a duty on imported commercial vehicles and their parts, the better. He will not only be assisting British manufacturers to keep their goodwill in the present circumstances, but will simplify the duties of the Custom House officers and add to the revenue of the State, thus bettering the conditions for all concerned.

the waiting-list, so that they can be executed when their works are not required for State necessities. They ask for a finger-post to direct them as to the amount of preparation needed for the future, and it is the duty of the

(Continued overleaf.)



A SMART "SUNBEAM" CAR: A NEW AND LUXURIOUS MODEL.

The popularity of the "Sunbeam" cars is readily understood when the points of this handsome new model are considered. It is painted "Dreadnought" grey, upholstered in red plush, and has silk curtains. The chassis is fitted with an electrical self-starter and dynamo lighting, and has detachable wheels.

The Necessity for Good Inner Tubes

The inner tube is the vital part of a tyre, and if it is not of first-class quality, trouble is bound to ensue. "Cheap" tubes are apt to crack or perish, and a common fault is that they become porous after a very short time, and are then absolutely useless. Make certain of obtaining the best tube service by fitting

Every Wood-Milne Tube is perfect, and is sold with a **GUARANTEE THAT FOR 12 MONTHS** from date of sale it will neither crack nor perish.

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which are made from the finest rubber, and as an additional safeguard against leakage are fitted with our "Embedded" valve patch.

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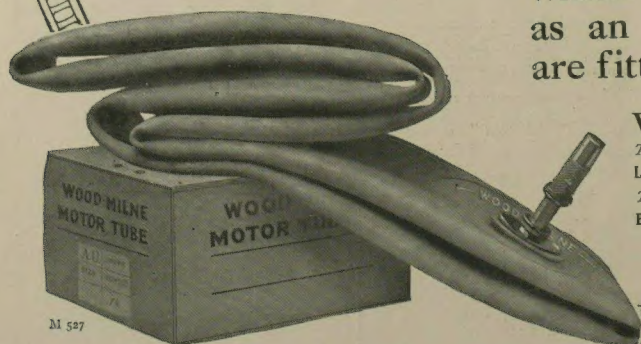
'Phone: Preston 413.

LONDON - MANCHESTER AVENUE, ALDERSGATE STREET, E.C.

Telegrams: "Byturning, London."

'Phone: City 4797.

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HARLEY-DAVIDSON



"A soldier bluff with a little bit of bluff on a winter afternoon."
—*The Bytander*, November 10, 1915

The Book of "The Silent Grey" post free from

HARLEY-DAVIDSON MOTOR CO., LTD
33 Harleyson House, Newman Street, London, W

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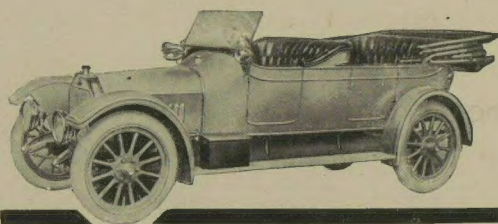
Mr. W. T. Forrest in his **NAPIER** during his Record Ascent of Mount Glorious (Queensland)

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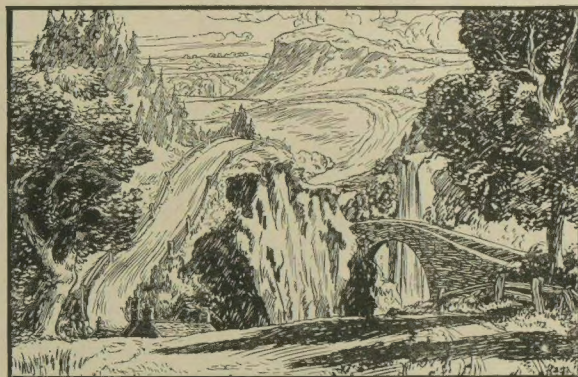


The return of peace

will also be the return of Swift cars to the world of motoring, and in its turn, the return of the Swift will mean that the motorist who waits in preference to purchasing an inferior car now will reap the benefit of the vast additional experience we are at present gaining by handling delicate Government work. Fine as past Swift records have always been, they will be eclipsed by the records of post-war models.

—SWIFT—

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are the hills which the new Buick "Six" takes with the greatest ease, usually on top gear. The famous "Buick" standard overhead valve engine gets every ounce out of your petrol; not one atom of power is wasted, and the Helical back-axle gears ensure perfect silence of running. The real delight of climbing a steep hill without changing gear, and with maintained speed, incidentally overtaking every other motor on the road, can only be experienced by those who possess a six-cylinder Buick. Seeing is believing; we are always delighted to show what the Buick can do.



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General Motors (Europe), Ltd.

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Phone: Gerrard 6526 (3 lines) Telegrams: "Buickgen, London."

Send for the book to the Buick and Bedford-Buick Cars with full Specifications and Photographic Illustrations.

Continued.

motor-using world to give them this indication by placing their orders with them on these lines.

Motor-Cycles. I wish that the motor-cycle manufacturers would also take the same attitude in preparing for future trade. American firms like the Harley-Davidson are pushing their business at the present time by issuing tastefully got-up catalogues, volumes of Press notices, and such-like attractive productions to increase their orders not only for immediate benefit, but for the future; and British firms are, apparently, doing nothing to combat this attack upon their trade. On the other hand, the British tyre-makers are well keeping up their publicity, as may be seen by the excellent announcements made by the Dunlop Company, the Wood-Milne, the Palmer, and the North British; while such British distributors of petrol as the Redline and Ensign are also alive to the necessity of letting the public know that its best and patriotic course is to deal with them, so that such trade as does exist should go into purely British hands.

Using Resources. War has shown us all the necessity of using our resources to the utmost. Let me quote an example of this. Recently a cylinder on an Ivel tractor was cracked round the induction port, and in ordinary times would have been scrapped and a new one procured from the makers. During war-time this was impossible without a long delay, so Mr. S. F. Edge, who wanted the machine for pressing work upon his farm, sent the cylinder to Messrs. Barimar for repair on the condition that no charge should be made unless the cylinder was repaired as good as new. To get at the fracture, it was necessary to cut away the water-jacket, despite which the fracture was welded, the water-jacket made good, and the job completed within three days. Now, it has only been by much pertinacious effort that the scientific system of the Barimar welding process has been established in this country, and but for the support given it by a few discerning firms and individuals, it would not have existed to effect its good work in England. All the support that can possibly be given to the motor industry generally is needed in order to keep the trade together after the war, owing to the extraordinary conditions that the war has brought about, and by which no other trade has been quite so much affected.

THE PLAYHOUSES.

"THE JOAN DANVERS." AT THE DUKE OF YORK'S.

THE newest drama of the younger generation in revolt which our soldier-playwright Mr. Frank Stayton has given us is so good that one wishes it were just a trifle better, and were not somewhat spoilt, especially in its crucial scene, by the trick of over-emphasis. That all three of the Danvers children should conspire at once

has secretly married the master of the boat and is about to become a mother, James Danvers blurts out the self-incriminating disclosure that she will never see her husband again, triumphs in it, pictures the water slowly creeping up the ship's hold. And she, in turn, shrieks at him that he has condemned his son to a like fate. Apart from this extravagance, and the melodramatic portrait of a rascal of an insurance manager, there is plenty of good stuff in the play—true comedy and some strong drama. The mother, swaying and helpless between her tyrant of a husband and her rebels of daughters, is delightful; Mrs. A. B. Tapping, in the part, and Mr. Stayton should be mutually grateful. There is the breeziest of boys played breezily by Mr. Reginald Fry. Acting of the most impressive forcefulness from Mr. Lomas and Miss Evelyn Hope does justice to the emotional stress of the play; and the sprightlier interludes, of which there are many, are rendered in sprightly fashion. Miss Horniman has never chosen a better cast.

"THE POOL OF GOLD."

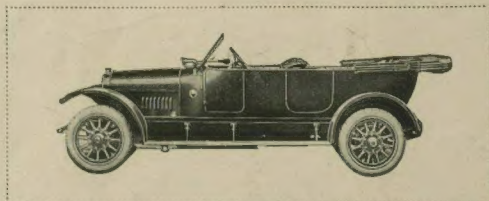
"THE Pool of Gold" (George Allen and Unwin) is not remarkable for its psychology, and it is careless over small matters and rather foolish over big; but because it is a story of a Russian genius it will be read with interest to-day. It is not the wide, grey, vodka-soaked Russia of Dostoevsky—not at all. It is a little half-baked bit of the big thing, where English people and Russians overlap, and where neither, we perceive, are improved by their juxtaposition. It is difficult to believe that a person as silly as Mrs. Creed ever existed. She wanted to address a Russian Prince as "Royal Highness," and yet she had visited the country many times, and her own sister's first husband had been a Prince, and the daughter, with whom she was in frequent contact, had been a Princess (naturally) all her life. Mulish in the extreme were the characteristics of Mrs. Creed's sister, the widow, who would not hear of Vera making use of her golden voice—wherefore Vera was driven into an arranged marriage, and made a horrid mess of her first love-affair. In spite of the apparent inability to depict a cad without treating him caddishly, the book makes a readable story. The people are rather nasty, and it does not matter much what becomes of them; but still Miss Gertrude Foxe contrives that we shall be interested, even to the end. And this is really clever of her, considering the characters.



WITH A LADY AT THE WHEEL: A MODEL HUMBER.

The technical excellence and luxurious qualities of the Humber cars are well known, and our photograph shows a particularly dainty car, driven by a lady through a charming country road. For a lady motorist the Humber is always a safe and pleasant car, and thoroughly up to date.

against their father's dictatorial ways and smug religiosity is, perhaps, a small matter; the brightness of the dialogue is almost sufficient excuse. But that in a situation which closely resembles that of Ibsen's "Pillars of Society," and shows us a ship-owner discovering that his only son has run away on board an unseaworthy vessel he has heavily over-insured and counts on losing, the author should succumb to the temptations of ranting rhetoric is a serious fault. Learning simultaneously that his elder daughter

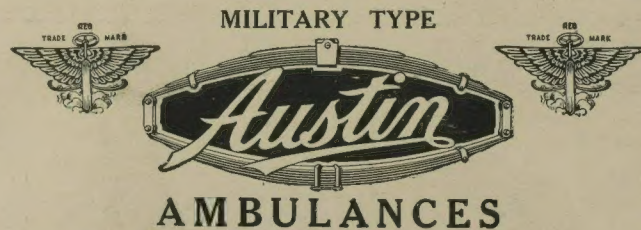


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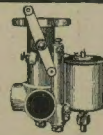
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